WESTERN RAILROADER

A Publication of the Pacific Coast Chapter, Railway & Locomotive Historical Society, Inc.
FOUNDERS OF THE CALIFORNIA STATE RAILROAD MUSEUM
-&-
THE SAN FRANCISCO CABLE CAR MUSEUM

September / October 2009 Number 691

Locomotive #4274 4-8-8-2 cab-forward taken in Reno, Nevada in 1957 near the end of steam on the Southern Pacific. This locomotive is the last numbered cab-forward in Southern Pacific's class AC-11. These locomotives were delivered between November 1942 and April 1943. Picture from Stindt Collection and copies are available through Ms. Jan Rodolf (see inside back page for further information). Partial text is taken from "Cab-Forward" a book authored by Dr. Robert J. Church.

September / October 2009
Number 691

MY GREAT MEXICAN STEAM SAFARI - PART 4

By Stan Kistler

The date is now January 24, 1960 and our party has moved east to Puebla, Mexico's second largest city. We based here for several days in a nice hotel while we explored the NdeM (both standard and narrow gauge) and the Mexican Railway (FCM) just 29 miles north at Apizaco.

NdeM had recently built a new station and yard north of the main city of Puebla. It consisted of both narrow gauge and standard gauge platforms and train canopies. Standard gauge traffic included the lines from Mexico City to Tehuacan and Oaxaca, and Mexico City to Vera Cruz via Jalapa both coming in from the northwest. From the south, the 3-foot gauge came up from Cuautla. The first afternoon we were there we photographed a standard gauge passenger coming from Jalapa with a 4-6-4 Hudson, side-by-side with a narrow gauge 2-8-0 taking a mixed train south to Atencingo.

NdeM standard & narrow gauges at Puebla. 4-6-4 2708 on left.

There were two NdeM enginehouses. One was at the new facility and the other closer in town near some shops as well. We covered them both in the next day and then headed south along the narrow gauge for a few photos.

We were anxious to head for Apizaco the following day to see what the Mexicano had to offer. Through Jerry Best, we had learned that the FCM daily passenger trains to Vera Cruz were being handled by modern 3-cylinder 4-6-2s. Three of which were built as late as 1938. This was exciting.

The Mexicano was the oldest railroad in Mexico, having been completed in 1872. It was under British ownership up until 1946 when it became a Mexican government-owned independent. Now, in 1960 it was a division of the NdeM, but still holding onto its heritage and most of its former operating practices for awhile longer.

We arrived in Apizaco just in time to watch the eastbound passenger to Vera Cruz arriving at the station. Sure enough, bright, shiny, well proportioned Pacific No. 135 comes to a stop with a 12-car train of express car, second and first class coaches, and a first class special chair car on the rear (for a few pesos extra fare, one could enjoy reclining seats.)

See MEXICAN Page 3

MEXICAN-Cont'd From Page 2

Mexican Railway (FCM). Train No. 1 from Mexico City arriving at Apizaco with 3-cyclinder locomotive 4-6-2 No. 135 as the road locomotive.

Engine 135 cut off and ran to the roundhouse as sister 136 coupled on to take the train as far as Esperanza, 65 miles east, and where electrics took over for the Maltrata grade. But, more on that later!

We shot the Puebla mixed train with a 2-8-0 then spent that afternoon photographing the Mexicano locomotives. The roundhouse foreman was very helpful and several times he would have a hostler move engines onto the turntable for us. This turntable had no sides or power arch so we could have the engines in any side light we wanted with no obstructions. We made photos of 2-8-0s, a standard Pacific, and two of the 3-cylinder engines that day.

The FCM rostered about 40 steam locomotives at this time, either in service or awaiting shopping. All were 2-8-0s built between 1904 and 1946, and 4-6-2s built between 1910 and 1938. Some NdeM locomotives had migrated here too, including an F7 diesel or two.

Upon returning to Puebla and our lodgings, we enjoyed another sumptuous supper and off to bed after planning our next day.

The following morning we again headed for Apizaco. This was to be a special day for yours truly. Upon introducing ourselves to Inspector de Maquinistas (Road Foreman of Engines) Ricardo Ortiz, we asked if it would be possible to get a cab ride on one of the passenger trains with a 3-cylinder Pacific. He was very obliging and arranged for me to ride east to a point where we would meet our westbound counterpart, about 80 Km. Upon my return to Apizaco, I got off and Phil Kauke got on and rode west about the same distance from Apizaco where we would drive to pick him up.

See MEXICAN Page 4

MEXICAN-Cont'd From Page 3

Apizaco,Tlax.,Enero de 1960

Sr.Joaquin Tinoco
Maqta.de Tren No.1
Presente

Sr.Enrique Fragoso
Maqta.de tren No.2
Presente

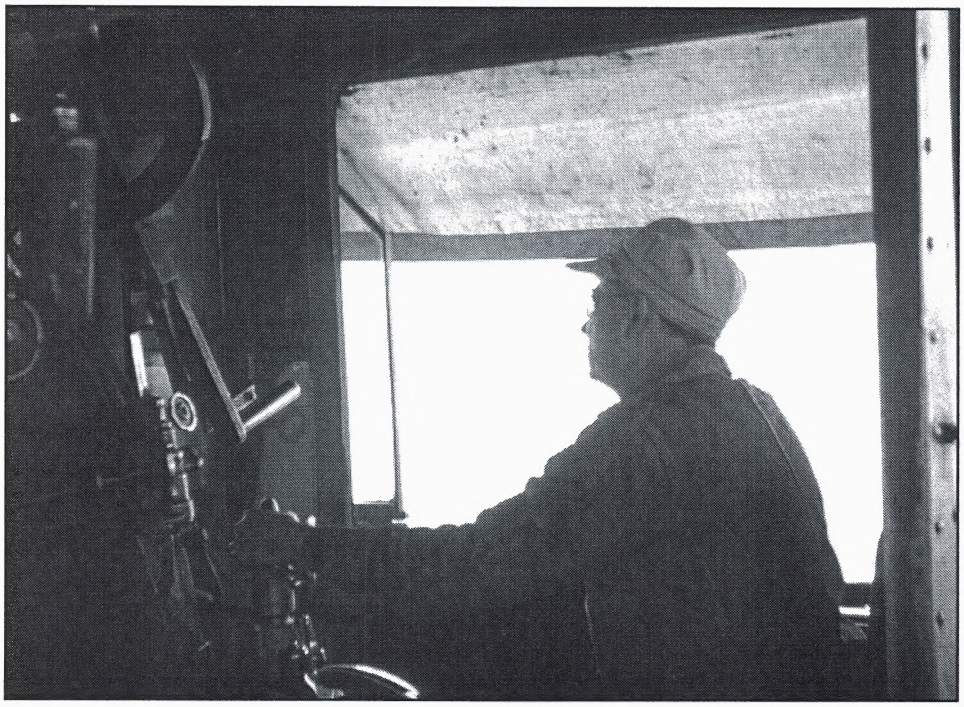
El portador de la presente,Sr. S.A. Kistrer y por instrucciones de la Sub.Gerencia Gral.,ruego a Ud. darle todas las facilidades que sean nesesarias para viajar con Ud. en la maquina,procurando regrese ésta persona en tren No.2 en donde se encuentren.-

Atentamente

RICARDO ORTIZ
Insp.de Maquinistas.

Mexican Railway (FCM) letter to authorize Stan Kistler to ride cab on Trains 1 and 2 January 26, 1960.

Sr. Ortiz accompanied me out to the waiting eastbound passenger train with locomotive 135, a 1938 product of the Montreal Locomotive Works. The engineer was Sr. Joaquin Tinoco, a seasoned veteran. As cab rides go, this one was outstanding because of the type of motive power and the way the crew handled everything so smoothly. Mexican railroading, while not up to U.S. standards in many ways in 1960, nevertheless the men showed professionalism and were as serious about their work as any US railroader. They all seemed to enjoy their work and take pride in their locomotives and the way they maintained them on the road.



Mexican Railway (FCM) Engineer Sr. Joaquin Tinoco sets air for a station stop on Locomotive No. 135 January 26, 1960.

See MEXICAN Page 5

MEXICAN-Cont'd From Page 4

For the first part of the trip, we made many station stops and starts and the sharp six-beat exhaust, typical of a 3-cylnder locomotive, really sounded good. It reminded me of the days past when I witnessed S.P. 4-10-2s starting trains out of Colton or climbing Beaumont Hill with tonnage.

Engineer Tinooco had the 135 up to about 65mph between station stops. At many stops, the fireman or engineer would open the injectors so that the local women and children could fill pails with hot water. Out in some of these remote spots the railroad is the only means of communication with the outside world for many of the people and hot water for washing was a gift from the FCM.

Coming into one station, we were stopped by a flagman who swung up into the cab. He told Sr. Ortiz that his freight was on the mainline ahead with a dead diesel. We cut off our engine and left our passenger train on the main and went down a siding around the dead locomotive and its short train. Sr. Ortiz climbed aboard the diesel to see if he could get it running while we went out the other end of the siding and backed down the main to the dead engine. It wasn't about to start, so we coupled on, put his train into the house track, coupled up his caboose, then backed down to our own passenger train. We then pulled up to the station to handle passengers. Leaving here, our consist was in this order; One live 4-6-2, one dead F7a diesel, one caboose with crew, and the passenger train. Sr. Ortiz said they would take the freight crew into Esperanza where they would get another engine to go back and bring in their train. Real teamwork to keep the trains running.

Railway (FCM) Train No. 2 with locomotive No. 134 meets Train No. 1 with locomotive 135 and dead diesel.

Incidentally, all of the stations on the FCM at that time were painted red and cream with huge "Dos Equis" XX on them, courtesy of the Moctezuma Brewery at Orizaba, one of FCMs biggest shippers.

Sr. Ortiz and I got off at our appointed station just as the westbound was arriving with engine 134. We climbed aboard and enjoyed an uneventful ride back to Apizaco in the capable hands of maquinista Enrique Fragoso. I took notice that at almost avery station stop, both engineers Tinoco and Fragoso had out their long spout oilers and kept that inside third crosshead and piston rod thoroughly lubricated, not trusting the mechanical lubricator to do it all. I'm sure that was one of the reasons these locomotives ran so well for so long - personal maintenance.

After we had driven east to pick up Phil from his cab ride it was back to Puebla for another evening.

The following day we decided to explore some more of the narrow gauge. We headed south to Cuautla, a junction point on the line from Mexico City. Along the way we stopped at Atlixco and Atencingo for train photos. We arrived in Cuautla shortly before daily passenger train No. 110 arrived from Mexico City.

Cuautla was a city of about 9,800 population in 1960. The station really hummed with activity at train time. If either one of the through passenger trains was late, they would often meet at Cuautla. The Mexico City train usually

See MEXICAN Page 6

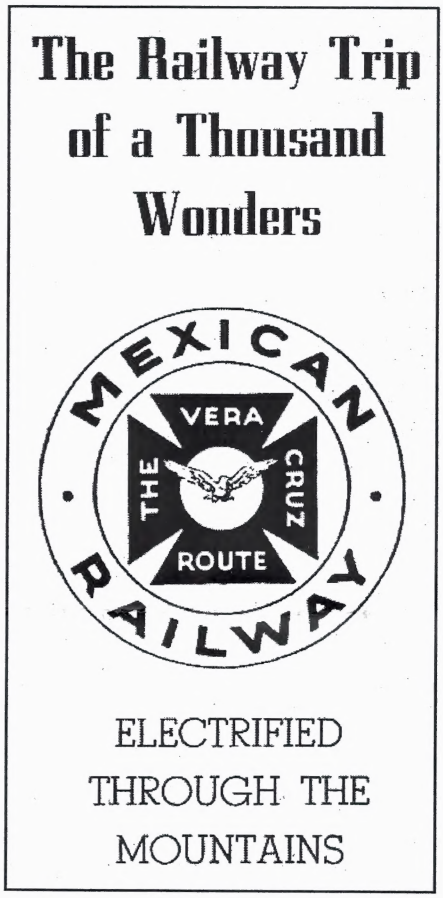
MEXICAN-Cont'd From Page 5

got in first, backing in from a wye on the mainline. A mixed train for the branch to Puente de Ixtla would also be in the station. People were hurrying around between the trains. Vendors were selling limes on a stick, tortillas and tacos. An ice cream man calling "paletas" with his little tricycle cart was very busy. As the little engines cut off their trains to take on water and oil at the nearby enginehouse, the express cars were being unloaded. It was a real surprise to see the shipments that come out of a Mexican express car! The Puebla train unloaded a shipment of brightly painted blue and red chairs, all bundled together with rope. A family had a sow and a litter of little piglets in gunny sacks shipped in the Mexico City express car. It was a sight to see the snout of their new sow protruding from the sack before they brought her out of the car. The children let the piglets out of their sacks as soon as they were on the ground and then chased them all over the station platform. Just another example of what was so fascinating about Mexican railroads back then.

The NdeM narrow gauge passenger cars were a conglomeration of old and newer cars. Most of the first class cars were of steel construction and about 20 years old then. Second class cars were short, open vestibule types with flat roofs. Head-end cars varied from all-steel baggage cars, steel boxcar-type express cars and older wooden baggage cars with truss rods and clerestory roofs.

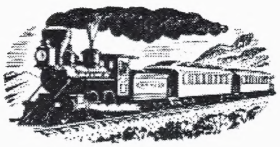
In the next installment, I'll cover the electrified portion of the FCM, the Maltrata climb from the tropics to the plateau, and into Vera Cruz.

A GALLERY OF PHOTOS TAKEN IN MEXICO BY STAN KISTLER



Narrow gauge freight headed by Locomotive No. 286 crossing standard gauge NdeM line outside Puebla.

See GALLERY Page 7



GALLERY-Cont'd From Page 6

MAIN LINE AND BRANCH LINES TIME TABLES

OFFICES: Buenavista No. 11, Mexico City (P. O. Box 68, Bls.)

7	5	3	1	Mls.		Kms.	2	4	6
.....	P M	P M	A M		LEAVE: ARRIVE:	....	P M	A M	A M
.....	* 9 00	* 3 55	* 7 30	0	. . México(Buenavista). . .	420	6 50	11 10	6 50
.....	9 15	4 11	7 46	5	. . . . . La Villa	413	6 32	10 53	6 34
.....	- -	4 58	8 33	28	. . . . . Teotihuacan	375	5 43	10 06	- -
.....	- -	5 35	9 12	42	. . . . . Otumba	353	5 17	9 41	- -
.....	- -	* 5 48	9 25	48	. . . . . Irolo	343	5 00	9 25	- -
.....	10 56*	6 10	9 47	58	. . . . . Apan	327	4 43	9 08	5 02
.....	- -	- -	10 33	80	. . . . . Muñoz	291	3 51	8 18	- -
.....	11 46	7 06	10 44	87	arr . . Ilpizaco . . . . . lve	281	3 34	8 02	3 55
.....	11 55	P M	11 00	87	lve . . . Apizaco . . . . arr	281	3 23	A M	3 40
.....	12 26	....	11 38	103	. . . . . Huamantla	256	2 53		- -
.....	12 46	....	12 01	113	. . . . . San Marcos	238	2 25	.....	2 47
.....	2 00	....	1 42	152	. . . . . Il Esperanza	175	1 04	.....	1 35
.....	- -	....	2 49	169	. . . . . Maltrata	148	11 36	.....	- -
								8	
A M	3 43	....	3 32	182	arr . . Orizaba . . . lve	128	10 47	P M	11 39
* 7 00	3 52	....	3 41	182	lve . . . Orizaba . . . arr	128	10 38	6 05	11 30
7 37	f 4 25	....	4 16	193	. . . . . Fortin	110	10 04	- -	f10 56
8 03	4 49	....	4 40	198	. . . . . Cordoba	102	9 47	5 10	10 40
9 27	4 56	....	5 40	216	. . . Il Paso del Macho	72	8 38	3 40	9 33
10 23	6 29	....	6 25	238	. . . . . Soledad	38	7 37	2 23	8 34
f11 06	- -	....	f7 00	254	. . . . . Tejeria	11	f7 01	f1 31	- -
11 36	7 25	....	7 25	261	. . . . . Veracruz	0	*6 35	*1 01	*7 35
A M	A M	....	P M	...	ARRIVE: LEAVE	...	A M	P M	P M

EXPLANATION OF SIGNS.

* Daily.
f Flag stop only.
Il Meals.
Standard-Central time.

PUEBLA BRANCH

3	57	55	53	51	Mls.		52	4	54	56	58
P M	.....	A M	....	P M	....	Leave to Arrive	A M	A M	....	P M	....
*3 55	A M	*7 30	P M	* 9 00	....	. . México (Buenavista) . .	6 50	11 10	P M	6 50	A M
....	*6 35	....	*7 35	....	....	Lve . . Vera Cruz . . Arr	....	.....	7 25	....	7 25
*7 13	*3 45	*11 05	*2 23	*12 01	0	Lve . . . Apizaco . . . Arr	3 35	7 55	10 05	3 00	11 30
7 42	4 24	11 39	f2 55	f12 34	11	. . . . Santa Ana	f3 02	7 27	9 29	2 27	f10 57
8 20	5 20	12 30	5 45	1 25	29	. . . . . Puebla	*2 05	*6 45	*8 25	*1 30	*10 00
P M	P M	P M	A M	A M	....	Arrive Leave	A M	A M	A M	P M	P M

ZACATLAN BRANCH

42	Mls.		Kms.	41
A M	...	Leave Arrive	...	P M
*10 40	0	. . . Muñoz . . .	53	3 40
12 50	33	. Chignahuapan .	0	* 2 15
P M	...	Arrive Leave	...	P M

HUAUHAPAN BRANCH.

61	Mls.		Kms.	62
A M	....	Leave Arrive	...	P M
* 6 30	0	. . San Marcos . . .	90	1 59
9 44	56	. . Tecuquixtla . .	0	*10 10
A M	....	Arrive Leave	...	A M

PACHUCA BRANCH

....	....	24	22	Mls.		Kms.	21	23	....	....
....	....	P M	A M	....	Leave Arrive	....	A M	P M	....	....
....	....	* 5 10	* 9 45	0	. . . . Otumba	46	8 45	4 30	....	....
....	....	7 10	11 15	29	. . . . . Pachuca	0	*7 10	*2 55	....	....
....	....	P M	A M	....	Arrive Leave	....	A M	P M	....	....

CONNECTIONS: At Mexico City-Pachuca-Irolo-Puebla-Cordoba-Esperanza-Rosendo Marquez- With National Railways of Mexico. At Veracruz, with National Railways of Mexico and Steamship Lines.

EQUIPMENT: Two fast trains daily in each direction between Mexico City-Orizaba-Fortin-Cordoba and Veracruz. Night trains Nos. 5 and 6 between Mexico City-Oribaza-Fortin de las Flores-Cordoba and Veracruz handle, besides through first class and second class Coaches, 12-Sections and I Drawing-room Sleeping Cars and Dining Car. For convenience of passengers, Cordoba Sleeper is moved on No. 5 Mexico City to Orizaba and No. 7 Orizaba to Cordoba, passengers destined Orizaba being allowed to remain in car until 6.40 A. M. Returning, car is ready for occupancy at Cordoba from 9.00 P. M., and moved to Mexico City on No. 6. Day trains Nos. 1 and 2 carry, besides through first class and second class Coaches, Saloon Observation-Dining Car.

Railway, Sleeping Car and Saloon Observation Car single trip fares in Mexican Currency between Mexico City and principal stations on the Line:

	First Class	Seat.	Upper berth	Lower Berth	Drawing room
To Orizaba	$ 21.90	$ 2.65	$ 9.50	$ 11.85	$ 45.05
To Fortin	23.25	2.85	9.75	12.20	46.35
To Cordoba	23.90	2.90	9.90	12.35	46.95
To Veracruz	23.90	4.15	11.60	14.50	55.10

FCM leaving Apizaco for Mexico City

See GALLERY Page 8

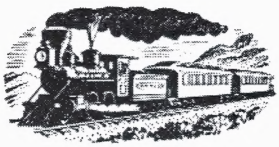
GALLERY-Cont'd From Page 7

FCM 2-8-0 301 at Apizaco

Puebla mixed arriving Apizaco

LOOK FOR PART 5 COMING SOON

NOTE FROM EDITOR – Stan Kistler has a new book out called "Santa Fe in Black & White" you can get more information by contacting Mr. Kistler at www.atsfrr.net or by writing to the Santa Fe Railway Historical & Modeling Society, 1205 S. Air Depot #101, Midwest City, OK 73110-4807.



PCC SURVEY 2009 COMMENTS

311 Surveys were mailed. 57 Surveys were returned for an 18.33% response.

For Question 1 – Percentages relate to the number of responses to each of the categories as they are related to the total number of responses.

Question 1 – Circle all areas of railroad history of interest to you

A. Steam Locomotives	94.74%
B. Diesel Locomotives	54.39%
C. Trolley and Traction	56.14%
D. Passenger Trains	82.46%
E. Freight Trains	66.67%

F. Other equipment, specify – see comments below

COMMENTS

Economic & Political History, Geographic Topics
Maintenance of Way
Maintenance of Way
Short Line and Industrial Lines Active & Abandoned.
DSing & Telegraphy
Business of railroads traffic/industries
Business & political history – biography
Articles about unusual mining and logging railroad operators.
Railroad Corporate Histories
Construction and Operation of Individual Railroads
Shays
Bridges, and wayside structures
Stations, past and present
Snow removal and corporate, managers, historical and railroaders personal stories.
Railroad ferry and steamship.
Narrow-gauge locos, trains, depots – (all gauges)
Steam logging engines (geared engines). Building and operating railroad and personal stories of railroad workers from steam era.
Station history and architecture.
Older freight cars, narrow gauge other than D&RG, short lines: industrials
Anything
Signal
Engine Maintenance and Repair
Port and waterfront operations, belt lines.
Special interest in narrow gauge.
Passenger Cars

Those responding to this survey did not answer all questions. Therefore, the percentages indicated for each answer are based on the total number of respondents for a particular question.

Question 2 – Do you enjoy articles describing activities/trips, etc. of members, both past and present?

Yes 81.82% No 5.45% No Preference 12.73%

COMMENTS

Very Much
Not particularly
Be Brief, however
Answered yes – past only.

Question 3 – Would you like to see series of articles about some of our:

Founding Members	Yes 73.47%	No 26.53%
Past Board Members	Yes 47.62%	No 52.38%
Current Board Members	Yes 66.67%	No 33.33%

Question 4 – Are you interest in fan trips?

Yes 69.81% No 30.19%

COMMENTS

It depends on location it takes place
Very much
I loved those I took when living in Nor(thern) California

See SURVEY Page 10

SURVEY-Cont'd From Page 9

Question 4a – If yes would you attend?

Yes 73.81% No 26.19%

COMMENTS
It depends on the location
We'd try – June and August already full months for us.
I have
I have
Very much
Trouble walking, but, like to see what's available.
Depends where.
My distance and age. (His answer was no)
Too distant
Distance
Depends on time and cost.

Question 5 – Do you attend the annual luncheon?

Yes 26.79% No 73.21%

COMMENTS
Not Yet
Most Often
After I move this late summer
Difficult to get to
Mileage (Nevada resident)
Answered No – All have been schedule issues.
I am 1,000 miles away!
Too far to travel
Distance

Question 6 – If you attend the annual luncheon do you prefer a site close to a rail line?

Yes 78.26% No 21.74%

COMMENTS
Certainly
Nice not essential
Answered No – But would reconsider if gas price goes back up.

Question 7 – Do you have an interesting story or history subject to share? If so please describe the subject matter and indicate if you would need help in preparing the topic for publication, i.e., typing, editing, obtaining pictures, etc.

COMMENTS
Not at the present time, although believe at a later date I would have a sufficient amount of material for a book on desert branch line railroading.
Various
No
Doing research on early California RR development at this time for possible articles in the near future.
Hopping trains in 1942 to work in the west. (No help)
My rail history all Midwestern
Not yet, perhaps later, many months later
Railroads of Del Norte County, California
Yes, I need to get busy

Question 8 – Would you be interested in attending other presentations such as are currently planned to be held in the California State Railroad Museum if they were presented in the Bay Area?

Yes 40.91% No 36.36% No Preference 22.73%

COMMENTS
Maybe
Sacramento
West Contra Costa Community College (in San Pablo).
Mileage (Nevada resident)
Distance and age. (He answered no to the question)
At CSRM if I were in the area.
Prefer Emeryville.
I am 1,000 miles away.
Distance problem

Question 9 – If answer to question 8 was yes, do you know of a location(s) that would be available for such presentation?

Yes 16.67% No 83.33%

COMMENTS
Should be near public transit

See SURVEY Page 11

SURVEY-Cont'd From Page 10

The Cal Train Santa Clara Depot
Something close to BART would be helpful.
Spengler's restaurant
Perhaps the same location on SF Peninsula as used by the National Railway Society. Ask Ed Graham.
Florida??

Question 10 – Would you use a credit card form to renew your membership in the Pacific Coast Chapter if it were available to you?

Yes 33.33% No 66.67%

COMMENTS
Maybe
I'd use a check always.
Maybe

Additional Comments – There were in addition to comments regarding the questions above.

COMMENTS
Many thanks for your time and efforts; well done! Keep up the great work!
I am 80 years old – making trips to Bay Area is difficult at this time. Would like to attend meetings but family – my 98 year old Mother-in-law lives with us and can't be left alone. (refers to question 10) This is not a vote to do it. It costs the organization money.
The Chapter as presently operating is too heavily oriented towards Sacramento, we need more activities and events in the S.F. Bay area.
This is a good form of Chapter communication.
Please correct tardy publication. I received May-June 2009 Western Railroader on July 9th, 2009
Since I live 600 miles away it is impossible for me to attend regular meetings. Most articles are interesting. Continue to list new members and obits.
Your article on Railroad Conflicts in Northern California and Oregon was superb.
I always drop whatever I am doing to read Western Railroader when it arrives.
I live on the East Coast and travel is not easy!

LETTERS TO THE EDITOR

Mr. Jim Lekas of McMinnville, Oregon wrote – This is just a short note to say how much I enjoyed Western Railroader 689. Love those AC9s. I wish I had been able to see one in the flesh on one of those fan trips. The truth is I look forward to every issue.

When I looked at the map on page 2 (Issue #689), I note that Astor is on the WP east of Flanigan. Actually it is (or was) on the SP south of Flanigan.

Thank you for your attention.

Mr. Henry E. Bender wrote:

Dear Western Railroader Editors,

Thank you for the nice job you're doing on the Western Railroader. We appreciate it.

However, despite your statement, "Editor does not verify articles for factual or grammatical accuracy," you **do** need **someone** to check facts and proofread after you've prepared the copy and before it's printed.

In Western Railroader No. 689, the following errors mar David Myrick's excellent "Railroad Conflicts in Northern California and Oregon." Page 3, column 3: correct "Ben Holliday" to "Ben Holladay".

Page 5, column 1: correct "Amadee" to "Amedee"

Page 5, column 2: correct "came to $43 million" to "came to $39 million (including expenditures dating from 1906)". [source, S.P. Co., Bureau of News, *Historical Outline,* (San Francisco: SP, 1931), pp.71 and 97]

Page 6, column 1: correct "completed to Alturas in July 1927" to "completed to Alturas in October 1927".

See LETTERS Page 12

LETTERS-Cont'd From Page 11

Page 6, columns 1-2: correct "staged at Hackamore, California, September 14, 1928" to "staged at Hackamore, California, September 13, 1929". [A year later, Source: John R. Signor, *Rails in the Shadow of Mt. Shasta,* (Burbank: Howell-North, 1982), pp. 119-120].

Page 6, column 2: correct "In 1903, the Union Pacific formed a subsidiary" to "In 1906, the Union Pacific formed a subsidiary".

Page 6, column 2: correct "to build from Wishram" to "to build from Des Chutes Jct., Ore, (across from Wishram, Wash.)". [Note: Wishram is on the former SP&S, not the UP; it doesn't make sense to start a UP line from SP&S]

Page 6, column 2: clarify "the west side of the same river" to "the west side of the Deschutes River".

Page 6, column 2 correct "Crook Creek to "Crooked River".

Page 7, column 2: correct "in June 1935" to "at the end of May 1955". [source: 35 Years (Pacific Coast Chapter R&LHS, 1972), p. 20 Note: The R&LHS Pacific Coast Chapter was founded in 1937]

Page 7, column 3: correct "Union Pacific took over the Southern Pacific in 1986" to "Union Pacific took over the Southern Pacific in 1996"

Thank you.

Mr. Bender, on his survey wrote: "I like Dave Myrick's history in your May/June 09 issue; it's especially interesting and useful because he tells why major events happened – not just what happened. I found parts of it to quote and cite in the *California Railroad Depots* book I'm writing. Please invite Dave Myrick to write more for you to publish. Thanks. HB"

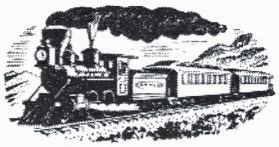
EDITORS NOTE: When I received Mr. Bender's email and survey I asked Mr. Myrick if he would like to respond. Following is his response.

The difference in the cost figures of the Natron Cutoff is accounted for in the addition of the line from Black Butte to Grass Lake at an estimated cost of $3,656,000.00 (SPCo. 1925 Annual Report, page 22.) This replaced the old lumber line with a 3.75% grade.

The Modoc Line was completed in 1929, not 1928 as he remarked and UP took over the SP in 1996. The standard-gauging of the former N-C-O to Alturas was finished in May 1927 but the line was not opened until later. (The SP profile chart says operations by SP began September 1, 1929 to add to the confusion.)

Mr. "Corny" Hauck wrote:

Thought the photo on Pg 5, of Issue 690 "July/August" looked familiar. – Think the guy with the bow tie on the pilot step of #119 is "yours truly".



NOTICE TO MEMBERS

The Board of Directors cordially invites and encourages any member in good standing to participate by becoming a member of the Board of Directors. The Board meets in the Folsom History Museum, 823 Sutter Street, Folsom, California at 10:00 A.M. and the meetings usually last for approximately 2 to 3 hours. If you are interested in attending a meeting the Board would welcome you. The next three dates are:

October 10, 2009

November 14, 2009

December 12, 2009

If you are interested in attending please contact Mr. Dennis Stefani at 916-983-3839.
Dates subject to change. Call ahead.

WELCOME TO NEW AND RETURNING MEMBERS

The Board of Directors and Officers of the Pacific Coast Chapter of the R&LHS wish to welcome aboard new and returning members. They are:

Mr. Geoff Brunner, Gardnerville NV

Ms. Karen Keyes, Berkeley CA

Mr. Brian L. Norden, City of Industry CA

Editors Note: The PCC Membership Secretary was recently notified by R&LHS Membership Secretary Sigi Walker that the above members renewed their memberships or joined the Pacific Coast Chapter.

DONATIONS

The Board of Directors and Officers of the Pacific Coast Chapter of the R&LHS wish to thank members making donations to the Chapter. They are:

Mr. John H. Butcher, Great Britain

Mr. L. Maynard Stowe, Suffield, CT

Mrs. Sigi Walker, Colorado Springs, CO

FROM THE PACIFIC COAST CHAPTER ARCHIVES

SP #6369, also known as "Black Widow" because of its black paint scheme, is an early diesel road locomotive. Shown here are three units, an A-B-A set. This photo was taken at Klamath Falls, Oregon, September 1962 from the Fred A. Stindt collection. This picture and others that have been cataloged are available for sale from the Pacific Coast Chapter, R&LHS. Attention Ms. Jan Rodolf, 5810 Hemlock Street, Sacramento, CA. 95841-2308. Fax: 916-344-4325, E-mail: jtrodolf@aol.com.

UPCOMING NON PCC EVENTS

October 16 through 18, 2009 - Thursday through Sunday, Nevada Railroad History Symposium (formerly the V&T Symposium) in Carson City, NV.

October 28 through November 1, 2009 - Wednesday through Sunday, Southern Pacific Historical Society 2009 Convention at the Embassy Suites, San Luis Obispo, CA.

November 14-15, 2009 - Rain or Shine, International Railfair Model Railroad Show, Saturday 10am – 5pm and Sunday 10am – 4pm. Admission by Donation: Adults: $7, Kids under 12 Free! Parking: Free! At the Placer County Fairgrounds, 800 All American City Boulevard, Roseville, CA 95678

Pacific Coast Chapter Needs

The Board of Directors cordially invites and encourages any member in good standing to participate by becoming a member of the Board or volunteer to assist in various projects. Board Members meet generally once a month in the Folsom History Museum in Folsom, California, starting time is 10:00 AM and meetings generally last approximately two hours. Discussions include the operation of the Chapter as well as planning for upcoming events and such other items as may come before the Board. Anyone interested in joining the Board or becoming a volunteer please contact Mr. Dennis Stefani by sending a letter to his home at 114 Coralie Way, Folsom CA 95630-3303 or email him at d.stefani@sbcglobal.net.

We Need Articles

Please consider a contribution to the PCC and your fellow members. If you have an interesting photograph or story, send it to the editor, Irene Lugg at P.O. Box 292927, Sacramento, CA 95829-2927 or via email at bilugg2729@att.net. Editor does not verify articles for factual or grammatical accuracy.

Membership Information

Membership in the Pacific Coast Chapter includes all National R&LHS publications, and the bi-monthly Western Railroader, which is available only to Pacific Coast Chapter members. Dues are $52 per calendar year. Checks, payable to PCC, R&LHS should be sent to Bill Lugg, Jr., P.O. Box 292927, Sacramento, CA 95829-2927. Editorial material should be sent to The Western Railroader, P.O. Box 292927, Sacramento, CA 95829-2927, or email at bilugg2729@att.net.

Attention Web Users

Be sure to check our website, www.mp1.com, from time to time.

We plan to update the Calendar of Events in the near future as well as showing more of our photos from the Chapter's archives.

You can email comments and questions about the website to jtrodolf@aol.com. Be sure to indicate mp1 website in the subject line.

The **FRED A. STINDT** collection of negatives has been catalogued. This collection includes locomotive portraits, primarily of Southern Pacific steam & diesel motive power, with some action shots. Prints Are now being offered for sale.

For more information please contact:
Pacific Coast Chapter, R&LHS Attention: Jan Rodolf
5810 Hemlock Street, Sacramento, CA 95841-2308
Fax: 916/344-4325, E-mail: jtrodolf@aol.com

Change of Address Form

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Phone: _____ Email:_____

Send to Bill Lugg, Jr., P.O. Box 292927, Sacramento, CA 95829-2927

The PCC is offering excess copies of past issues of the *Western Railroader* for sale at $3.00 per issue, postage paid. These include any issues published by the PCC only. Non-members $4.95.

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See inside back cover for Western Railroader editorial address.

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FUTURE EVENTS

November 14, 2009 – Saturday, 3:00 PM at the California State Railroad Museum, Sacramento, CA., PCC General Membership Fall Program. Speaker will be Mark Bassett, Executive Director of the Nevada Northern Railway Museum. Mr. Bassett will be speaking on the "Nevada Northern Railway – Past and Present".

Be Sure to visit our Web Page at:
www.mp1.com!

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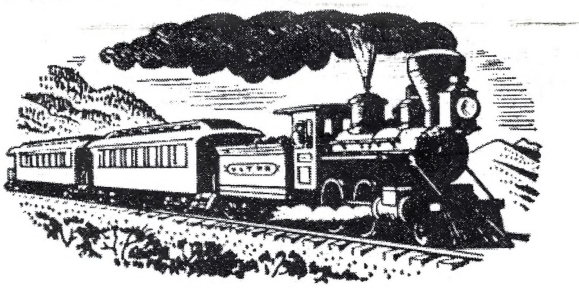

In This Issue

My Great Mexican Steam Safari – Part 4 2
A Gallery Of Photos By Stan Kistler 6
PCC Survey 2009 Comments 9
Letters To The Editor 11
Notice To Members 13
Welcome New & Returning Members 13
Donations 13
From The PCC Archives 14
Upcoming Non PCC Events 14